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Lo

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(54) **TIRE PRESSURE MEASUREMENT APPARATUS**

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B60C 23/04 (2006.01)

(52) **U.S. Cl.**

CPC **B60C 23/0496** (2013.01)

(58) **Field of Classification Search**

CPC ... B60C 23/0496; B60C 23/02; G01M 17/02
See application file for complete search history.

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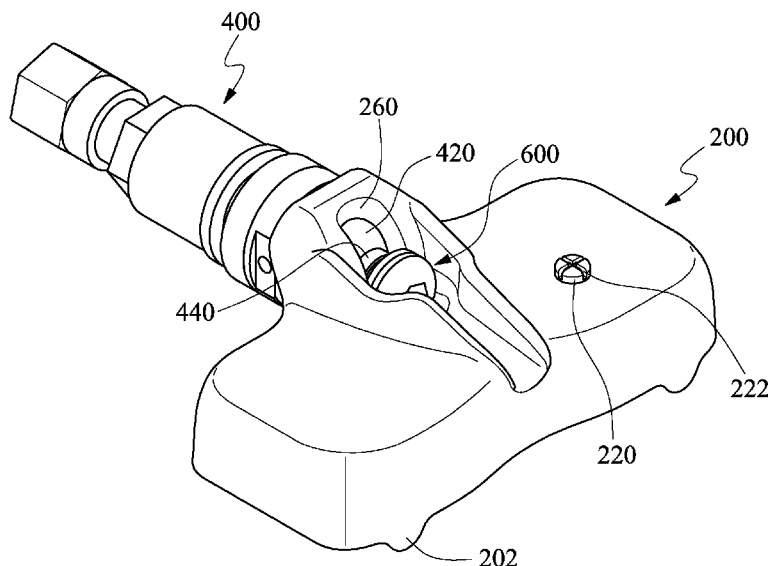
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Primary Examiner — Andre Allen

(57) **ABSTRACT**

A tire pressure measurement apparatus is provided with a housing including a dome-shaped cavity on a rear end, bottom projections, and a channel communicating with the cavity; a valve including a curved head complementarily disposed in the cavity, an internally threaded cylindrical member projecting out of the head through the cavity into the channel wherein the cylindrical member is limited by either side of the channel; and an externally threaded fastener driven through the channel into the cylindrical member to threadedly secure the housing and the head of the valve together. The housing is configured to rotate about the valve along a lengthwise axis of the valve. The housing is configured to pivot about the valve along a line passing through the channel. The pivot of the housing about the valve is stopped when the housing contacts either side of the channel.

1 Claim, 6 Drawing Sheets



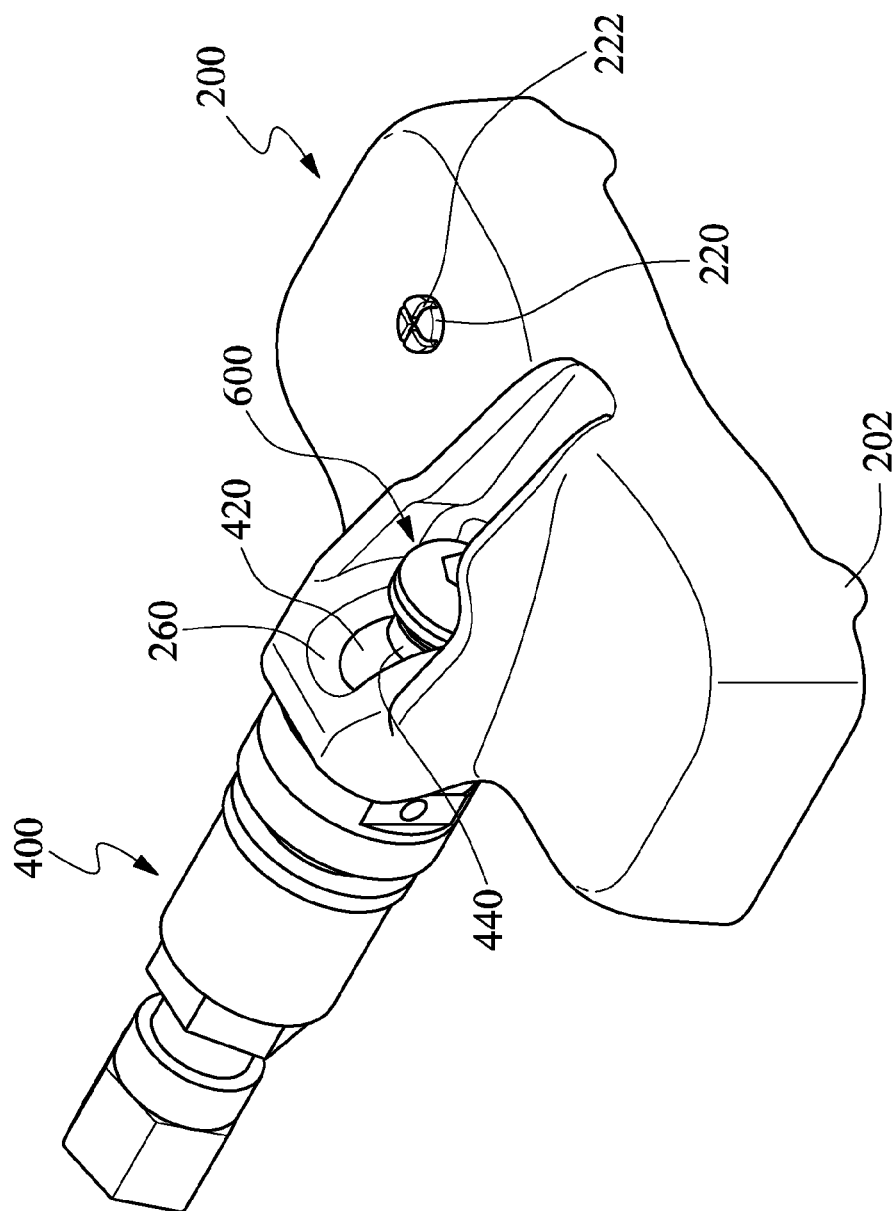


FIG. 1

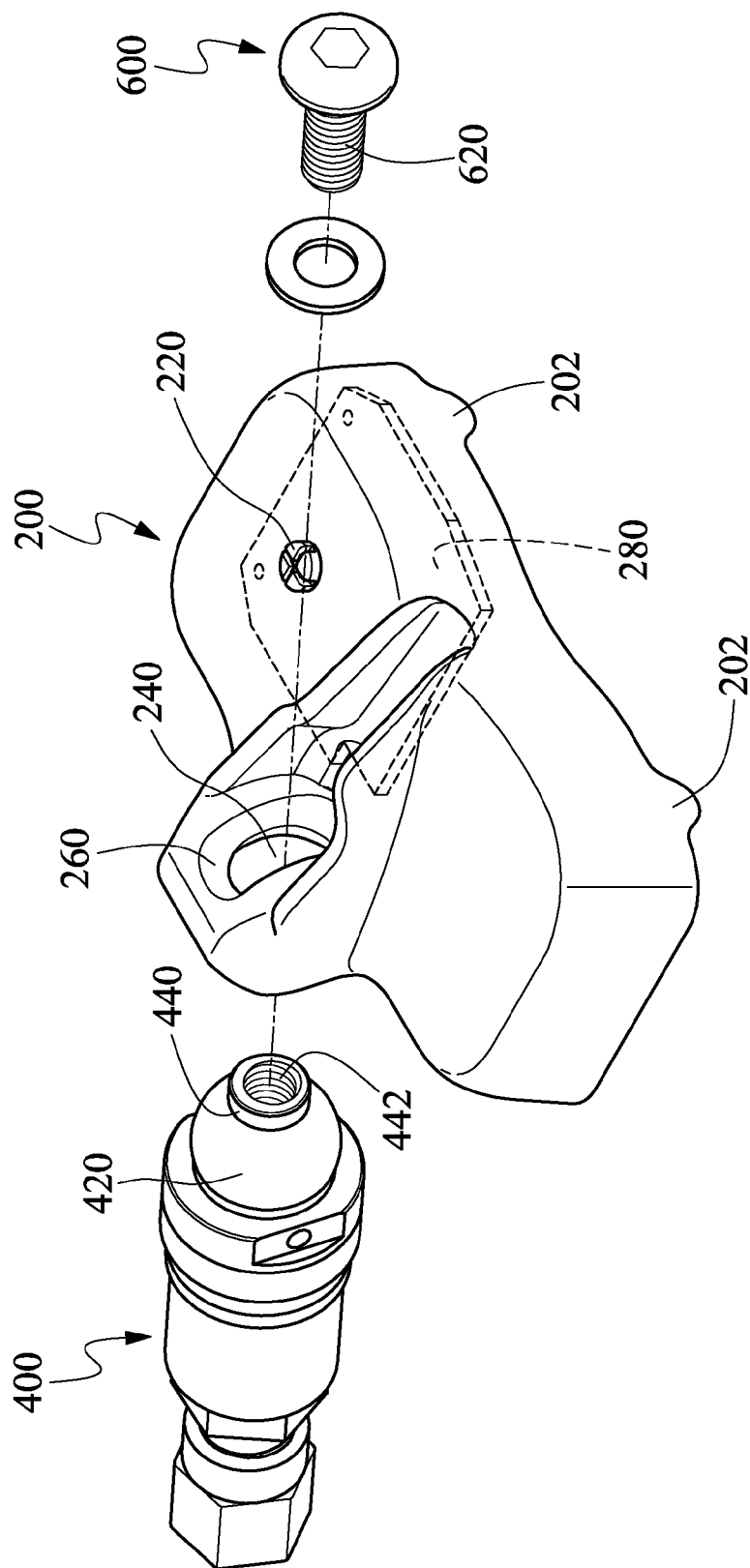


FIG. 2

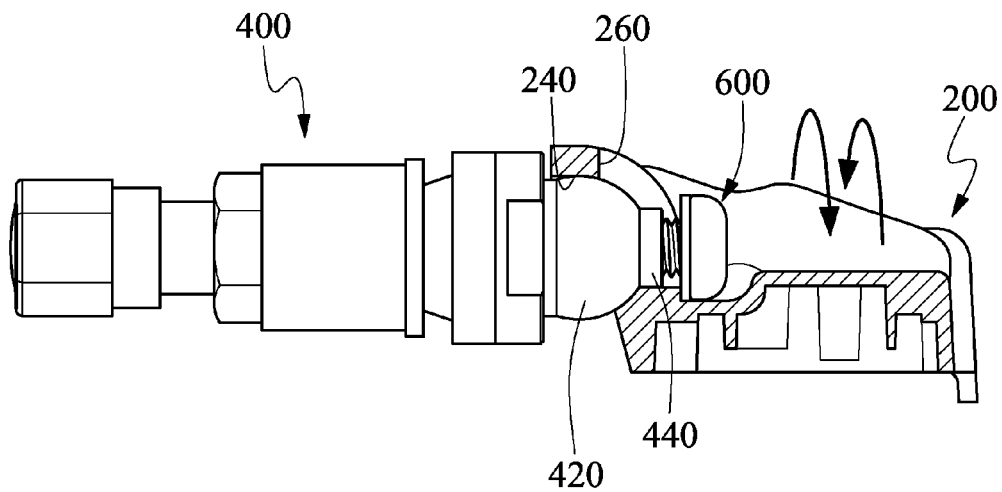


FIG. 3

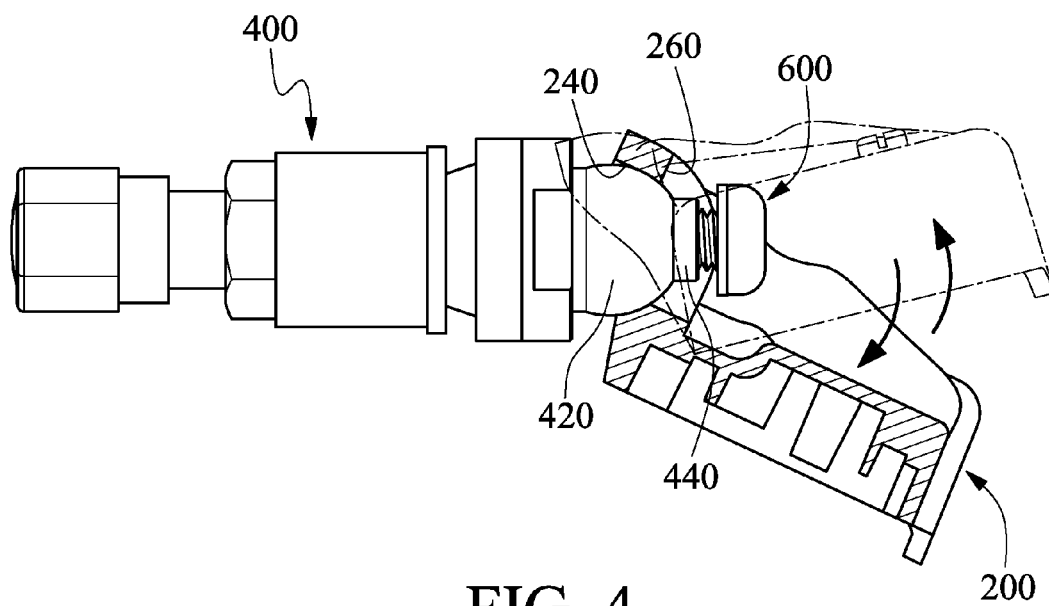


FIG. 4

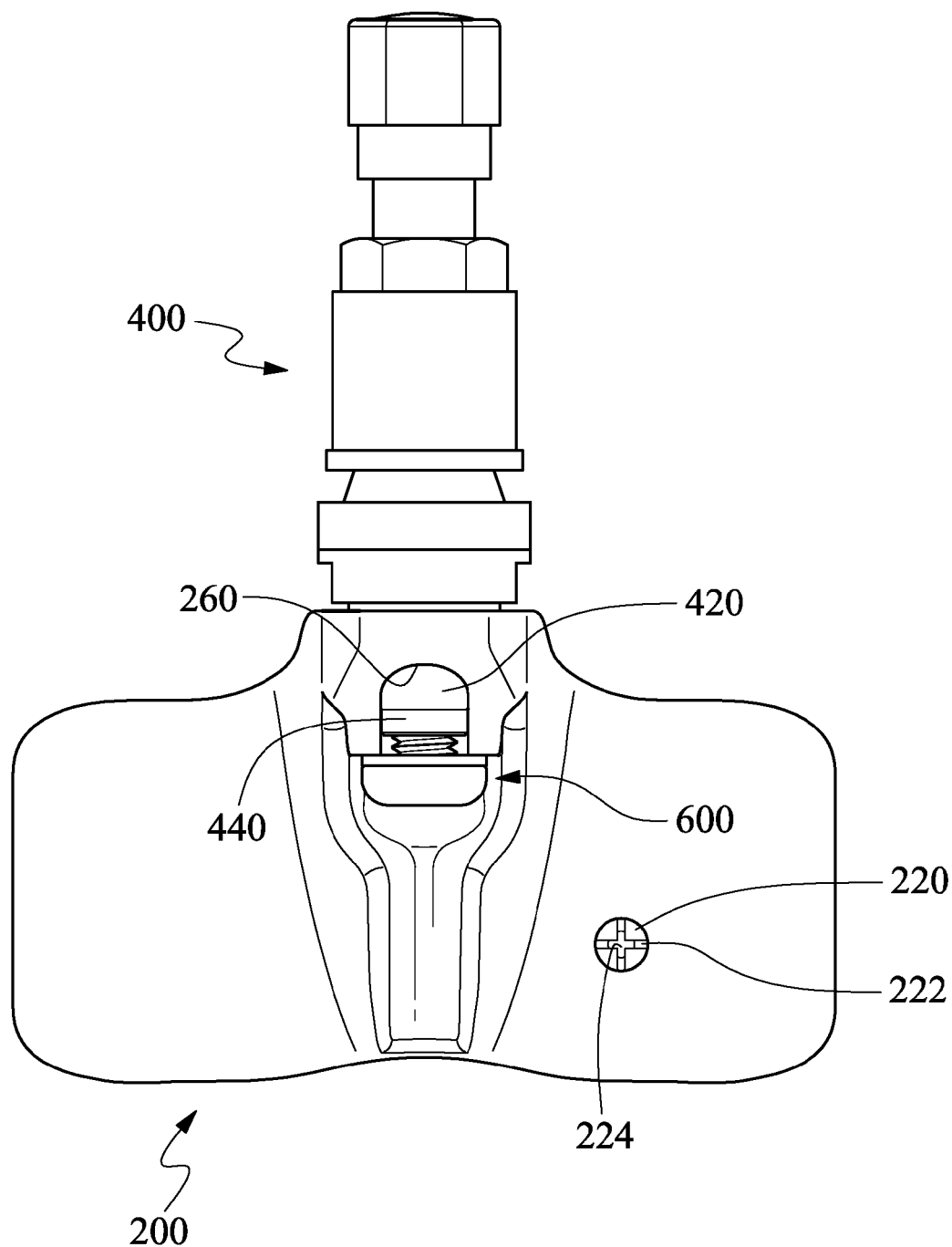


FIG. 5

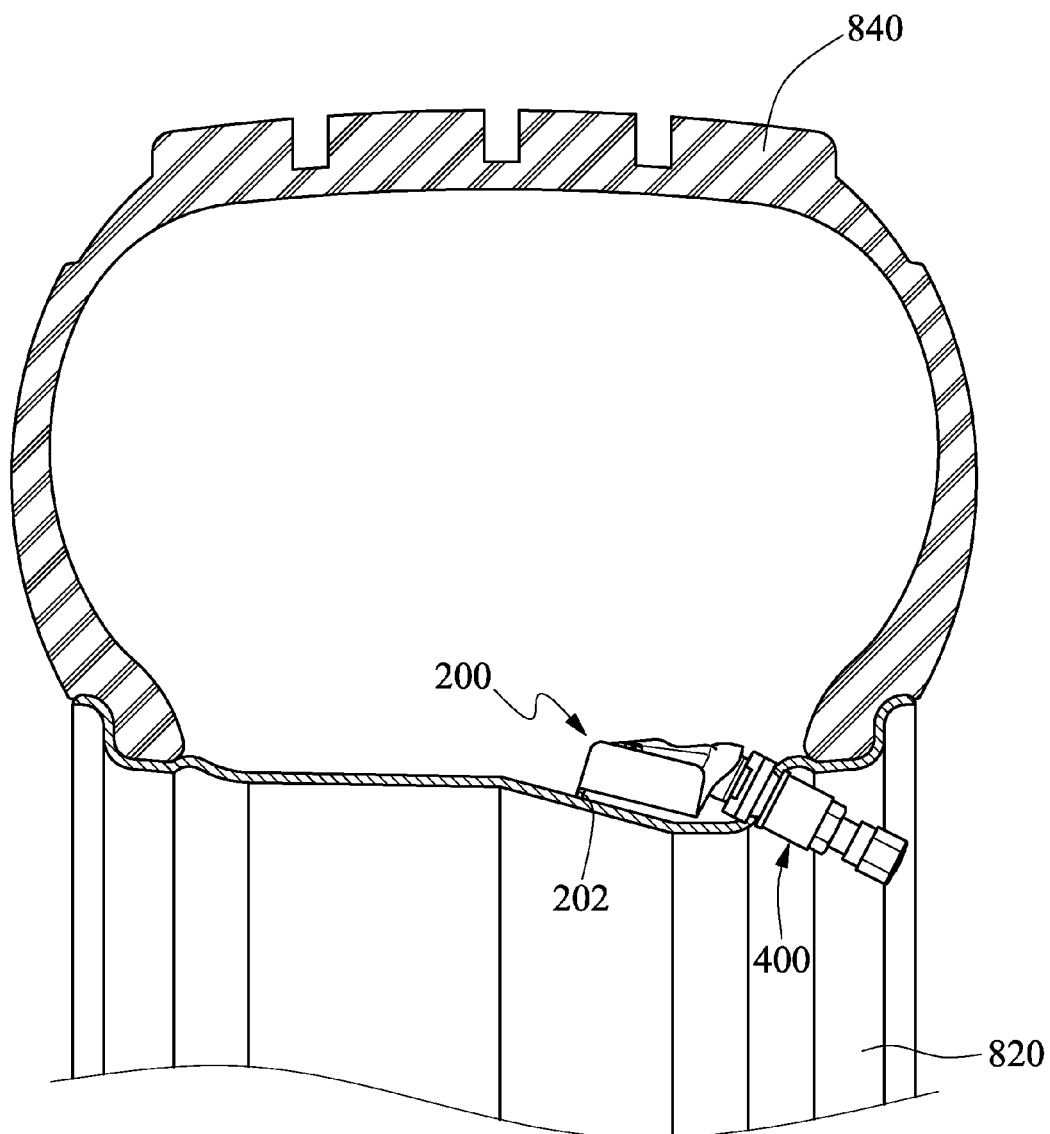


FIG. 6

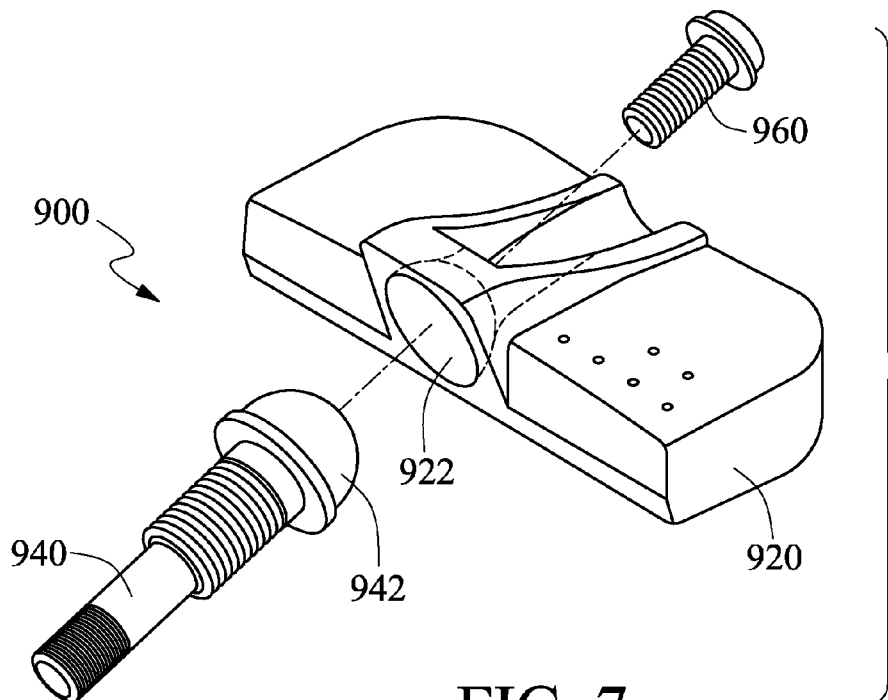


FIG. 7
PRIOR ART

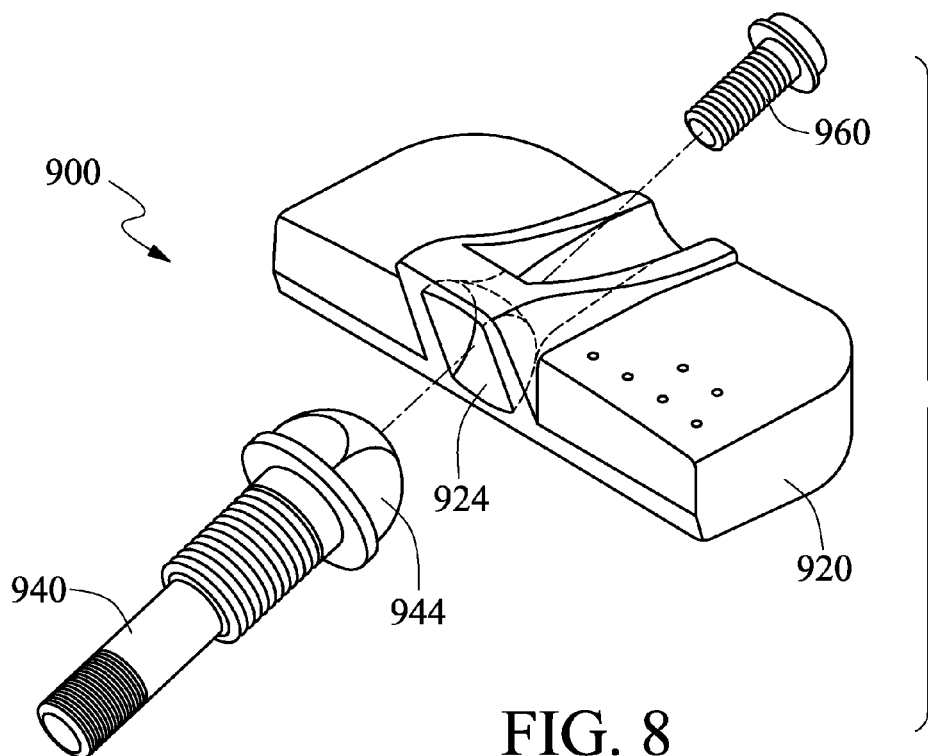


FIG. 8
PRIOR ART

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TIRE PRESSURE MEASUREMENT APPARATUS

BACKGROUND OF THE INVENTION

1. Field of the Invention

The invention relates to tire pressure measurement apparatuses and more particularly to an apparatus having a structure for fastening in an automobile tire in a universal joint type fashion and for wirelessly sending pressure of the tire to a driver.

2. Description of Related Art

Pressure of a tire of a car is critical to car safety. It is understood that insufficient pressure of tire increase fuel consumption and excessive pressure of tire may explode when driving. Thus, there is a trend of installing a tire pressure measurement apparatus for wirelessly sending tire pressure to a driver.

A conventional tire pressure measurement apparatus **900** having means for wirelessly sending tire pressure to a driver is shown in FIG. 7. The apparatus **900** includes a housing **920** having a central channel **924** with a dome-shaped opening at one end, a threaded valve **940** having a dome-shaped head **942** rotatably mounted in the opening of the channel **924**, and a threaded fastener (e.g., screw) **960** driven through the channel **924** into the head **942** to assemble the housing **920** and the valve **940**. The housing **920** is adapted to pivot about the head **942** to adjust its position relative to the surface of a wheel rim.

However, the conventional tire pressure measurement apparatus **900** of FIG. 7 has the following disadvantage: the housing **920** may vibrate laterally about the valve **940** due to centrifugal force when driving. As such, the screw **960** may loosen and malfunction.

For eliminating the above disadvantage, another conventional tire pressure measurement apparatus **900** having means for wirelessly sending tire pressure to a driver is shown in FIG. 8. The apparatus **900** includes a housing **920** having a central channel **924** with a rectangular mouth at one end, a threaded valve **940** having a projecting head **944** with four flat surfaces perpendicular to each other rotatably mounted in the mouth of the channel **924**, and a threaded fastener (e.g., screw) **960** driven through the channel **924** into the head **944** to assemble the housing **920** and the valve **940**.

However, the conventional tire pressure measurement apparatus **900** of FIG. 8 has the following disadvantages: Its installation is somewhat difficult this is because the valve **940** is mounted on the wheel rim using a nut (not shown). It is time consuming to correctly mount the apparatus **900** on the wheel rim due to complimentary engagement of the head **944** with the mouth of the channel **924**. An incorrect assembly of the head **944** in the mouth of the channel **924** can loosen of the housing **920**.

Thus, the need for improvement still exists.

SUMMARY OF THE INVENTION

It is therefore one object of the invention to provide a tire pressure measurement apparatus comprising in combination a housing including a dome-shaped cavity formed on a rear end, a plurality of projections on a bottom, and a channel communicating with the cavity; a valve including a curved head complementarily disposed in the cavity, an internally threaded cylindrical member projecting forwardly out of the head through the cavity into the channel wherein the cylindrical member is limited by either side of the channel; and

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an externally threaded fastener driven through the channel into the cylindrical member to threadedly secure the housing and the head of the valve together; wherein the housing is configured to rotate about the valve along a lengthwise axis of the valve; wherein the housing is configured to pivot about the valve along a line passing through the channel; and wherein the pivot of the housing about the valve is stopped when the housing contacts either side of the channel.

The above and other objects, features and advantages of the invention will become apparent from the following detailed description taken with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a tire pressure measurement apparatus according to the invention;

FIG. 2 is an exploded view of the tire pressure measurement apparatus;

FIG. 3 is a side elevation in part section of FIG. 1 showing clockwise and counterclockwise rotations of the housing;

FIG. 4 is a view similar to FIG. 3 showing downward and upward rotations of the housing;

FIG. 5 is a top view of FIG. 1;

FIG. 6 is a longitudinal section of a portion of a wheel tire with the tire pressure measurement apparatus mounted therein;

FIG. 7 is an exploded view of a conventional tire pressure measurement apparatus; and

FIG. 8 is an exploded view of another conventional tire pressure measurement apparatus.

DETAILED DESCRIPTION OF THE INVENTION

Referring to FIGS. 1 to 6, an apparatus for indication pressure of a tire in accordance with the invention comprises the following components as discussed in detail below.

A housing **200** includes a raised inlet unit **220** on a surface, the inlet unit **220** having an inlet groove **222** and an inlet port **224** on a bottom of the inlet groove **222** and communicating with inside of the housing **200**. The width of the groove **222** is slightly less than a diameter of the inlet port **224**. A dome-shaped cavity **240** is formed on a rear end of a raised top of the housing **200**. A channel **260** has one end communicating with the cavity **240** and the other end open to a rear end of the housing **200**. Two projections **202** are formed on two front corners of a rectangular bottom of the housing **200**. A measurement device **280** for measuring pressure of a tire **840** mounted on a rim **820** is provided in the housing **200** which is disposed in the tire **840**. The measurement device **280** further creates a signal as a representation of the pressure of the tire **840** and wirelessly sends the signal to an instrument on a dashboard for visually alerting to a driver. Furthermore, the projections **202** are rested on the rim **820** as support of the housing **200**.

A valve **400** includes a curved head **420**, a cylindrical member **440** projecting out of the head **420**, and internal threads **442** formed on an inner surface of the cylindrical member **440**. The head **420** is rotatably mounted in the cavity **240**. A fastener **600** has a threaded shank **620** driven through the channel **260** into the cylindrical member **440** to threadedly secure to the internal threads **442**. A shoulder between the shank **620** and the head of the fastener **600** is stopped by a front end of the channel **260**. Thus, the valve **400** and the housing **200** are assembled. Further, the valve **400** is disposed through the rim **820**. It is envisaged by the invention that the apparatus is secured when driving due to

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the universal joint type coupling of the housing **200** and the valve **400** (see FIGS. **3** and **4**).

The measurement device **280** is a power supply (not shown) for supplying power to the normal operation of the measurement device **280**, a wireless transmission module (not shown), an ID module, a pressure sensor (not shown), a temperature sensor (not shown), or a combination thereof. The wireless transmission unit is capable of transmitting signal by radio frequency, Bluetooth, Wi-Fi, or a combination thereof. The signal as a representation of the pressure of the tire **840** and is wirelessly sent to an instrument on a dashboard for visually alerting to a driver. Alternatively, the signal is sent to an electronic device such as a display, a notebook computer, a PDA, a Smartphone, or a combination thereof. Still alternatively, the signal is converted into a buzzing representation, a digital representation, an illumination representation, a voice representation, or a combination thereof.

While the invention has been described in terms of preferred embodiments, those skilled in the art will recognize that the invention can be practiced with modifications within the spirit and scope of the appended claims.

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What is claimed is:

1. A tire pressure measurement apparatus comprising in combination:

a housing including a dome-shaped cavity formed on a rear end, a plurality of projections on a bottom, and a channel communicating with the cavity;

a valve including a curved head disposed in the cavity, an internally threaded cylindrical member projecting forwardly out of the head through the cavity into the channel wherein the cylindrical member is limited by either side of the channel; and

an externally threaded fastener driven through the channel into the cylindrical member to threadedly secure the housing and the head of the valve together;

wherein the housing is configured to rotate about the valve along a lengthwise axis of the valve;

wherein the housing is configured to pivot about the valve along a line passing through the channel; and

wherein the pivot of the housing about the valve is stopped when the cylindrical member contacts either side of the channel.

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